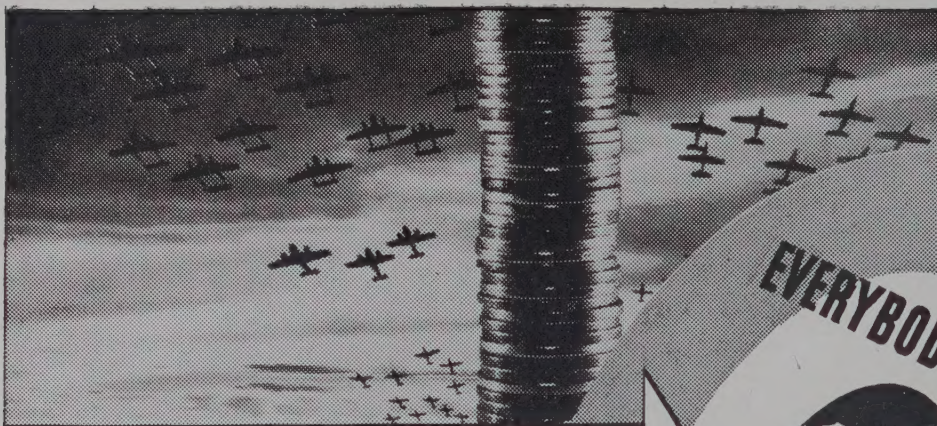




# *Grain*

JUNE, 1942





## *New Target for Industry:* More Dollars Per Man Per Month in the PAY-ROLL WAR SAVINGS PLAN



TO WIN THIS WAR, more and more billions are needed and needed fast—AT LEAST A BILLION DOLLARS A MONTH IN WAR BOND SALES ALONE!

This means a *minimum* of 10 percent of the gross pay roll invested in War Bonds in every plant, office, firm, and factory in the land.

Best and quickest way to raise this money—and at the same time to “brake” inflation—is by stepping up the Pay-Roll War Savings Plan, having every company offer every worker the chance to buy MORE BONDS.

Truly, in this War of Survival, VICTORY BEGINS AT THE PAY WINDOW.

If your firm has already installed the

Pay-Roll War Savings Plan, *now is the time—*

1. To secure wider employee participation.
2. To encourage employees to increase the amount of their allotments for Bonds, to an average of at least 10 percent of earnings—because “token” payments will not win this war any more than “token” resistance will keep the enemy from our shores, our homes.

If your firm has not already installed the Pay-Roll War Savings Plan, *now is the time to do so.* For full details, plus samples of result-getting literature and promotional helps, write, wire, or phone: War Savings Staff, Section E, Treasury Department, 709 Twelfth Street NW., Washington, D. C.



# U. S. War Savings Bonds

This space is a contribution to America's all-out war program by

GRAIN



# OUR FREQUENCY RATE DOWN BUT SEVERITY RATE SOARS

THIS ILLUMINATING REPORT OF THE SAFETY RECORD ESTABLISHED BY THOSE ENTERED IN THE SOGES ANNUAL CONTEST SHOWS PROGRESS

*By Clarence W. Turning*

**Contest Director, Minneapolis**

The reason for conducting safety contests:

(a) There was no organized safety campaign carried on in our industry.

(b) The number of accidents was great, and the severity was serious.

(c) It was felt that contests, with suitable awards for the winners, at our annual convention, would increase the interest in safety.

The results of these contests can be summarized by giving you the totals for the four full years when these contests were conducted; (The first contest being only for a six month period).

Contest Number	Year ending	Man hours worked
5	2-28-42	2,493,925
4	2-28-41	1,493,040
3	2-29-40	1,056,277
2	2-28-39	1,198,100

It is a lost time accident if the man is injured so severely that he is unable to return to work for his next scheduled shift. The frequency rate represents the number of lost time accidents per million man hours worked. The severity rate means the number of lost time days per 1,000 man hours worked.

**T**HE record of the plants entered in our contests over a period of years, compares very well with the National average reported by the National Safety Council; but we fear that the average for our industry as a whole is not as good as it should be. Therefore, we urge greater safety efforts, and participation by all Superintendents in our next contest for the year beginning March 1, 1942.

There were 28 plants entered in our last contest (No. 5), of these 11 had no lost time accidents during the year. In 1941 we had the misfortune to experience one fatality, and one other serious accident resulting in the amputation of a toe. The balance of the 44 accidents were all very minor. This resulted in a greater severity rate than experienced before.

The value of these records, from our Safety Contests, is increasing as we receive a greater number of entries. They will soon represent an accurate cross section of the experience of our industry. In 1940 we had only 19 plants entered, and of these 10 had a clear record. During the

past contest, we had 28 entries, and I hope that we can have at least 50 for the next one.

**G**RAND PRIZE: The Superior Elevator Co., Ltd., Port Arthur, Ontario, has been entered in every one of the 5 safety contests sponsored by your Society. While other plants have made very good safety records, this is the only plant entered in all 5 of the contests, that has had no lost time accident during the entire period of 4½ years.

Therefore, your Safety Committee feels that this plant should be given special recognition at this time.

Number of lost time accidents	Frequency rate	Severity rate
44	17.64	2.75
16	10.71	0.21
23	21.78	0.73
18	15.01	0.49

We recently wrote Mr. F. J. McLean, Supt., to get some additional information about his operations, and their safety efforts and I quote the following from his reply:

"Our elevator is the usual terminal grain elevator type-unloading, cleaning, drying, storing, etc., with the exception that we operate grinding (Hammer Mill) crimping and groating machines and do a big seasonal business in sacked grain.

It is the policy of our firm to care-

fully select new employees and if found satisfactory, make every effort to keep them. From the safety point of view this has worked to advantage. The majority of the employees are "old timers" although we have the seasonal run of new men and the usual replacements.

**S**AFETY is a personal matter between the foreman and the individual worker, and is followed through closely. One thing is clearly understood—the man known to be careless will surely be dismissed.

The material on safety which you have sent to us has been a big help and is appreciated. Coupled with the interest aroused by the safety contests, it has helped to put the safety idea over; and gives it an interesting touch.

Our present efforts on safety and our last lost time accident date from October, 1935. During the fall of that year, we had a run of accidents and as we were in the midst of a grain rush, loss of experienced men through accidents, caused us no end of trouble. That started our safety campaign as we knew it, and it gave us great pleasure and help when we had the opportunity of entering the SOGES contests. We are fortunate in having a foreman and his assistant have a liking, a very keen interest in the work, and it means that the pressure is never relaxed.

During the 5 contests starting, Sept. 1, 1937 and ending 2-28-42 this plant has worked 152,499 man hours, without a single lost time accident.

**A**WARDS IN CURRENT CONTEST: The cups for the current safety contest were purchased by the SOGES and they will be awarded to all the plants entered in the last contest, running from Mar. 1, 1941, to Feb. 28, 1942, who had no lost time accidents during this 12 month period.

The awards will be made in the order of man hours worked, the first plant having the largest number of man hours during this 12 month period.

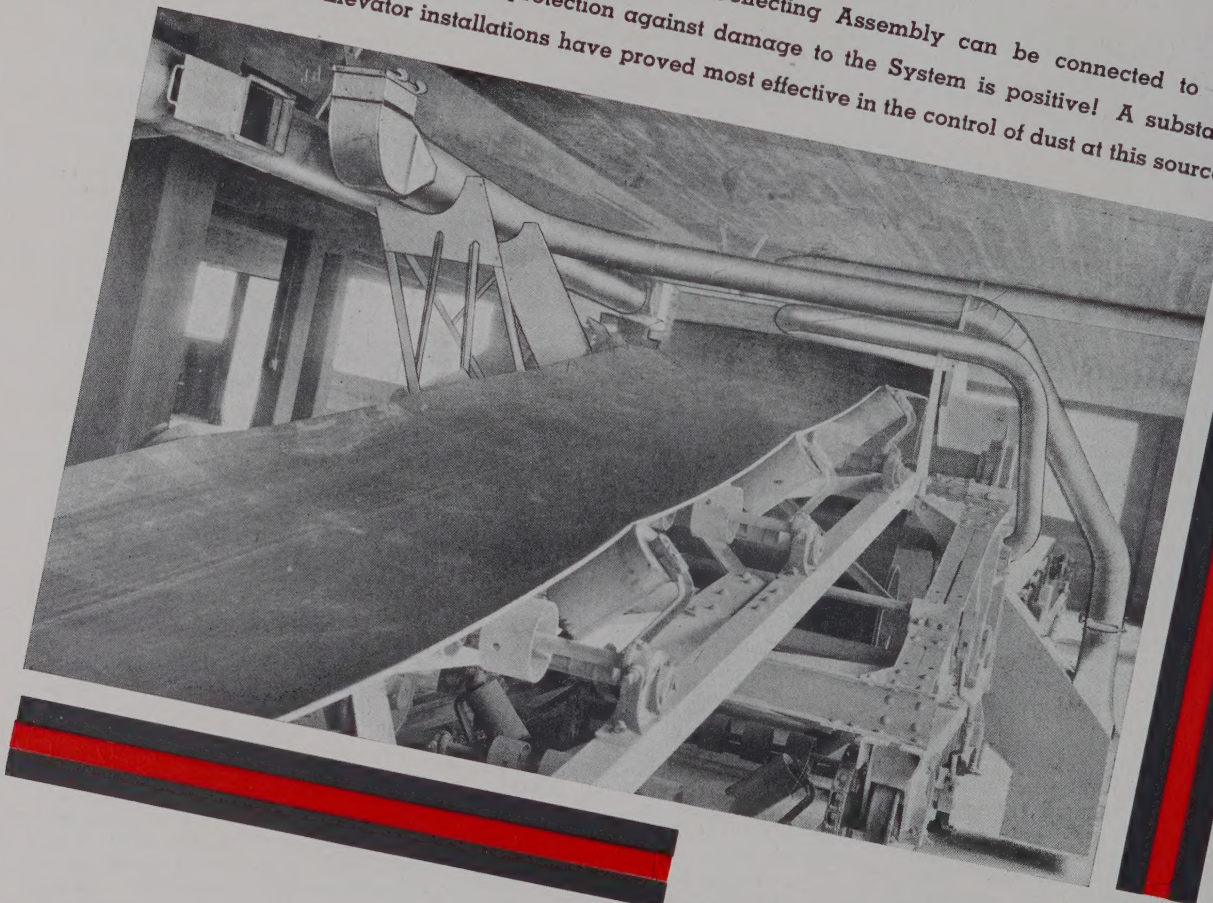
	Man Hours
1. Ralston Purina Co., Kansas City, Mo. ....	192,209
2. Quaker Oats Co., Cedar Rapids, Iowa .....	88,667
3. Peavey Terminal Elevator, Duluth, Minn. ....	78,548



The Day Company "Grand Award" Cup.



Note how easily this Traveling Tripper Dust Collecting Assembly can be connected to the Main Suction Line. Complete protection against damage to the System is positive! A substantial number of Elevator installations have proved most effective in the control of dust at this source.



## CAN YOU AFFORD TO GAMBLE?

We have efficient equipment for elimination of dust from almost any elevator operation, including:

**Traveling Trippers**  
**Turn-Head Spouts**  
**Receiving Sinks**  
**Grain Driers**  
**Receiving Belts and Legs**  
**Car and Truck Dumps**  
**Scales and Garners**

Perhaps you feel that a dusty elevator is a necessary evil in your business, BUT can you afford to ignore dust conditions which endanger the lives of your workmen and the property of your company?

Why not let us make a survey of conditions and offer a remedy backed by actual results in many similar installations? No obligation. Write today to

## The DAY Company

2938 Pillsbury Avenue

Minneapolis, Minn.

In Canada: The Day Company of Canada, Ltd.



4. Occident Terminal Elevator, Duluth, Minn. ....	56,747
5. Quaker Oats Co., Akron, Ohio .....	51,908
6. Brooks Elevator Corp., Minneapolis .....	46,452
7. Van-Dusen-Harrington Co. Republic Elevator, Minneapolis, Minn. ....	39,353
8. Rosenbaum Bros., Omaha, Neb. ....	24,542
9. Farmers Union Grain Terminal, Superior, Wis. ....	24,025
10. Van-Dusen-Harrington Co. Crescent Elevator, Minneapolis, Minn. ....	21,911

Your Committee feels that this annual safety contest is an effort that is securing results. We already have a number of entries for the 6th Contest, and solicit your support for this contest and urge every Superintendent to enter. The fee is only \$5.00 for each plant entered. Help conserve life and limb, and keep up the interest in Accident Prevention by entering this contest at once. Send your entry to Dean M. Clark, Sec'y, 1011 Board of Trade Building, Chicago.

#### ON THE SAFETY BANDWAGON

OUR Society's sixth annual Safety Contest is getting under way, and I am indeed happy to report that at this early date the number entering far exceeds any previous contest. Last year a total of 27 competed for the attractive trophies awarded yearly by the association, and so far 19 are in, with indications that this figure will be at least trebled. Those in so far, in the order of their entries, include:

Walter Teppen, Occident Terminal Division, Russell-Miller Milling Co., Duluth;  
 Gilbert P. Lane, Arcady Farms Milling Co., Riverdale, Ill.;  
 Robert Brett, Fruen Milling Co., Minneapolis;  
 Jack Coughlin, Brooks Elevator Co., Minneapolis;  
 Ray Finley, GLF, Buffalo;  
 John Goetzinger, Rosenbaum Brothers, Omaha;  
 Bob Ginn, Kansas Milling Co., Wichita;  
 Clarence C. Bach, Twin City Trading Co., Minneapolis;  
 F. Maynard Losie, Hallet & Carey Co., Minneapolis;  
 Paul Konopatzki, Bunge Elevator Corp., Minneapolis;  
 Harold Wilber, A. E. Staley Mfg. Co., Decatur, Ill.;  
 William H. Gassler, Rosenbaum Brothers, Chicago;  
 Frank McLean, Superior Elevator Co., Ltd., Port Arthur;  
 E. K. Dillman, Leval & Co., Inc., Minneapolis;  
 Percy C. Poulton, N. M. Paterson & Co., Ltd., Fort William;  
 John Long, Columbia Malting Co., Chicago;  
 Charles F. Walker, Archer-Daniels-Midland Co., Council Bluffs;  
 R. B. Pow, Reliance Grain Co., Ltd., Fort William;  
 M. M. Noxon, Ralston-Purina Co., Minneapolis.

Throughout the year the Safety Contest Committee, under the ca-



Some of the gorgeous trophies awarded by the SOGES to those Safety Contest participants coming through the year without a lost-time accident. The gavel went to the Omaha Chapter for obtaining the most new members during the year.

pable leadership of Clarence W. Turning, our Safety Contest Director, issues pertinent information which we all can use to advantage, along with posters, etc. All who have entered these contests before feel them to be quite worth the \$5.00 investment many times

over. All interested in participating should send their checks in as soon as convenient to facilitate the ordering of material for distribution, etc.—Oscar W. Olsen, Globe Elevator Division, F. H. Peavey & Co., Duluth.

*Save a dime a day and one dollar on your birthday. At the end of a year for your \$37.50 you can purchase one \$50 (maturity value) Defense Savings Bond.*

#### SOMEBODY SHOULD BLUSH

A COMPILATION just released by the National Safety Council is a bit hard to swallow,—but they have the figures to prove their statements so they MUST be right.

The average frequency for grain elevators is worse than any industry in the food classification with the one exception of sugar refining. Even flour milling has but half the bad experience the elevators do. Here's the bad news:

Cereal .....	5.12
Corn Refining .....	10.8
Milling .....	12.2
Grain Elevators .....	23.6

Perhaps the quickest manner to help bring down this costly record is to join the SOGES Safety Contest and adhere to its timely suggestions. At least many have been successful in bringing their experience rate down through this medium.

But we still say: for shame on us!

Safety Contest Committee Chairman Oscar W. Olsen, F. H. Peavey Company, Duluth, is a perennial trophy winner when it comes to safety contests. But to Frank McLean, Superior Elevator Company, Ltd., Port Arthur, went top honors for coming through five years without a scratch.





## SECY WICKARD WRITES:

**S**ECRETARY of Agriculture, Claude R. Wickard inscribes the following preface to a valuable pamphlet just released by the NBFU, reading:

"As a basic food and a raw material for producing other foods, grain is of vital importance in our war effort. The great supplies in storage constitute an asset of inestimable value. All shippers, handlers, and storers of grain should take every possible precaution to protect this important resource against the danger of fire. Carelessness is an ally of the enemy."

The book is very helpful, according to all those members in SOGES, and outlines a comprehensive, brief list of recommendations under such headings as: housekeeping, safeguarding sources of ignition, separation of maintenance buildings to reduce exposures, inspection of bearings and moving mechanical parts to avoid dangerous heating, prevent belts from contacting, importance of lubrication, prompt removal of dust and waste material, maintaining equipment dust-tight, segregation of driers and furnace; safeguarding fumigation processes, proper maintenance of sprinkler systems, importance of suitable first aid equipment, and other common and operating hazards, fire protection, fire brigades, and self-inspection.

We have a few extra copies on hand for those interested.



### Sweeper Injured

**C**ARL WALTERS, 49, suffered severe injuries to his right leg when his clothes became entangled in machinery near where he was sweeping in a Missouri River plant recently.

America faces an emergency! Every citizen is urged to assist to the utmost of his ability by buying Defense Savings Bonds and Stamps.



**SNOOPER SAYS**—Take a tip from me, put your faith on Safety. It's an odds-on favorite to pay you big dividends.—C. Gibson Franks, Chicago.

## SAFETY RULES

### ALBERS BROS. MILLING COMPANY WAREHOUSE AND DOCKS

1. Use your legs when lifting, not your back.
2. Never put wire straps on doors to freight cars without wearing gloves.
3. Remove all projecting nails and splinters before beginning to unpack materials or open barrels, etc.
4. Keep floor openings covered when not cutting in grain.
5. Keep all aisles clear, notify foreman when aisles or gangways become blocked up. Do not pile material in gangways or around fire exits.
6. Pile materials securely where they cannot fall.
7. Never push a hand truck "blind". Watch your knuckles on the walls.
8. When hand trucking be alert for slippery or uneven spots on the floor. Watch out for spilled grain on the floor.
9. Always look in the direction you are walking. Be careful of the other fellow. Avoid taking unnecessary chances. Carry only what you can handle easily.
10. Loose or long trouser cuffs are dangerous. Badly worn or ill-fitting shoes with loose laces are unsafe. Wear proper clothing for the job you are doing.
11. Always get first aid for every cut or scratch no matter how slight. Remember, most infections start from small scratches.
12. Keep all oil, grease, grain, water or any other material that might cause slipping or stumbling cleaned up off the floor at all times.
13. Never push waste, scraps, or rubbish into corners. Help keep your department clean.
14. Never use boxes, benches, or other makeshifts instead of ladders. Never use broken ladders or one without safety spikes or rubber stops.
15. Never use any tool in such a way that if the tool slips it can injure hand or body.

16. Do not remove guards or other safety devices unless necessary, then replace them before resuming operations.

## FORM ACCIDENT PREVENTION BODY

**F**EED manufacturers and millers of Ontario have organized the Millers & Feed Manufacturers Accident Prevention Association for the prevention of accidents in their plants. A similar move is being undertaken at the present time, according to the Superintendents Society's Safety Contest Director, Clarence W. Turning, in the Twin Cities, this latter movement headed by Mr. A. B. Dean of Commander-Larabee Milling Company.

Associated in this Ontario group are Messrs. R. R. Barber of S. J. Cherry & Sons, Ltd., Preston; Norman H. Campbell, Lakeside Milling Co., Ltd., Toronto; Lewis H. Ingram, The Quaker Oats Co., Ltd., Peterborough; G. B. MacDonald, Toronto Elevators, Ltd., Toronto; George Murdoch, Hagersville; W. D. Price, Ralston-Purina Co., Ltd., Woodstock; C. E. Soward, Maple Leaf Milling Co., Ltd., Toronto, and W. H. McCarthy, McCarthy Milling Co., Ltd., Streetsville.

The organization is functioning under the Ontario Workmen's Compensation Act. At the time the Elevator Superintendents Society met at Toronto the high rate charged grain handling and processing industries was brought to light and the explanation given that these plants were grouped with others in industries having a higher frequency and severity rate.

## TO STUDY DUST EXPLOSIONS

**A** BUDGET of £5,000 is now being collected in Great Britain to underwrite the study of dust explosion causes, of which there have been quite a few in recent months. A technical committee has been set up by the Flour Mills Advisory Committee to carry on the research work.

## FOR SOBER CONTEMPLATION!





## Accidents? Why?

ONE worker was not wearing safety shoes and when a gasket he was hammering off a pipe fell, it struck his feet. He lost 17 days' wages.

A MECHANIC attempted to pull a string off a revolving shaft. The string wound around his finger and pulled it off at the second joint. Not much thought for a mechanic there.

A WORKER dropped a bar into a conveyor, causing the belt to come off the pulley. He removed the bar and then reached into the conveyor again. The conveyor started to

## SHORTY SEZ:

Many a man who  
takes a chance  
wishes he could  
put it back



back up and the worker was drawn into the machinery and killed. A safety stop would have saved his life.

BECAUSE the job was a small one and because his supervisor did not know what the man was going to do, a carpenter got on a roof for repair work without wearing a safety belt. He rolled off and landed on his head, fracturing his skull. NOW failure to wear life belts when on a job requiring one brings dismissal at this company.

A CONTRACTOR who works a great deal for safety and accident prevention said at a safety meeting: "Many years ago I saw a man killed on a building through negligence. I had to take him to the hospital. Then I had to tell his wife, who had five children, what had happened to her husband. From that day on safety has been fixed so firmly in my mind that it has never gotten out."

MINOR skin injuries MUST be treated medically. The danger from such injuries cannot be overrated.

SIXTEEN industrial workers are killed off the job compared with ten killed by occupational accidents.

## Solving That Car-Puller Rope Problem

GRAIN: If you have any information concerning safeguards for car-pullers, I would be very much interested in receiving it.

We had an accident recently which was caused by a cable on a car-puller breaking and flying back, and injuring the employee operating the device.

We have constructed a guard which will help to eliminate similar situations in the near future, but as yet I am not entirely satisfied with our efforts.—L. A. Miller, Industrial Relations Manager, Igleheart Brothers, Incorporated, Evansville, Ind.

### NOTHING SATISFACTORY AS YET

WE HAVE had in the past similar situations, but as to the matter of a guard to prevent such accidents, we have not been able to devise one that is satisfactory.—H. J. Aldrich, Secretary and Assistant Treasurer, Spencer Kellogg & Sons, Inc., Buffalo.

### USE MANILA ROPE

IN CONFERRING with innumerable contacts on the best practices to avoid accidents with car-puller cable we are advised, first of all, to use manila rope.

One of the Superintendents of a malt house, as an example, has used it for forty years and has never had an accident yet from this source.

Of course, manila rope is going to be increasingly difficult to get.

### GREASE AND OIL THEM

BEST safeguard on this carpuller cable problem is to keep the cables on carhaul in unquestionable condition. Grease and oil them if they are laid up or unused for any length of time.—Percy C. Poulton, N. M. Paterson & Company, Ltd., Fort William, Ont.

### STAY ON OPPOSITE SIDE OF CAR

IF IT IS a guard that you are looking for to prevent accidents such as you describe, I am afraid that I cannot be very helpful. Personally, I have always felt accidents of this type cannot be prevented through mechanical means and since they cannot (to my way of thinking) the only alternative is the proper training of the employees engaged in this type of work.

From my observation in accident prevention work, the most serious injuries from car pullers are when the

cable breaks or when the hook slips from the car. We, therefore, feel that it is important that employees be instructed to securely fasten the puller to the car and then walk to the opposite side of the car before giving the signal to have the car moved. Under no circumstances should any employee stand between the car being moved and the mill building.

If I were erecting a new mill, I would locate the car puller in such a way that the operator of the cable at the drum would have some protection against accidents, but unfortunately, mills erected many years ago gave very little thought to this condition. It is usually inconsistent to relocate the drum, therefore, as above enumerated, I feel that the problem can best be solved through training and supervision.—W. A. Sullivan, Manager, Insurance Department, Loose-Wiles Biscuit Company, Kansas City, Mo.

### STAY IN THE CLEAR

THE best guard I know of for a car puller cable is to stay in the clear. I know of no other way to guard them.—Fred White, Superintendent, Ralston-Purina Company, St. Louis.

### REMAIN BACK OF HOOK

FIRST, regular inspection of cable. Second, never have a person standing ahead of the pulling hook.

Guarding would be a hard thing since you never can tell when the cable will break.—George Appel, Foreman of Maintenance Department, Ralston-Purina Company, St. Louis.

### BLOWS AIR HORN

IN ADDITION to the above rules, which are in effect at our plant, we blow a loud air horn before starting the use of the cable for warning of

## NOW: Get Set FOR A BIG SEASON

Send for These Free Instructions on Handling More Grain at LESS COST

• Circulars tell just how Calumet Cups add new capacity. Makes new profits possible for you this season. We submit a money-back guarantee estimate of increased capacity. Write today for instructions and estimate sheet No. 35-G6. No obligation.

B. I. WELLER CO.  
327 S. La Salle St., Chicago

**WELLER CALUMET CUPS**

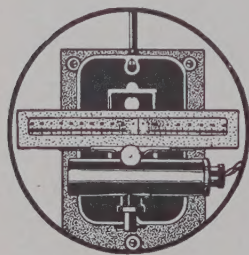




## Why TRUST TO Luck?

Why take chances on grain in your bins overheating? Why invite loss? Pile up unnecessary expense?

The Zeleny Thermometer System eliminates *all* uncertainty, because it registers with absolute accuracy the exact temperature at *all* times. You *know* beyond doubt *when* grain requires turning, and turn it *only* when necessity demands. *That* means time, labor and money saved.



It will pay you to investigate.

Write to-day.

### Zeleny Thermometer System

9 S. Clinton St., Chicago

movement of cars. Also we use pre-formed cable which does not have as great a tendency to spring and coil as regular formed cable.

We inspect cable used periodically and this type cable generally shows broken strands a long time before cable will actually break. We think the above operating conditions will assist largely in preventing most accidents.—H. L. Colwell, Superintendent, Ralston-Purina Company, Fort Worth.

*The Treasury Department or the Federal Reserve Banks will hold your Defense Savings Bonds for safekeeping free of charge.*

## OUT OF LINE OF FIRE

**I**F you know a man who even thinks he can prevent injuries resulting from carpuller cable breaking and flying back, I would suggest that you put him on the air without delay.

The only safeguard that we have used in connection with this operation, other than attempting to be sure that cables, clamps, hooks and chains are maintained in first class condition, is to put the carpuller operating levers back four or five feet out of line with the cable so that if it should break, the operator will not be struck by the cable.

Other employees working near this operation are invariably ordered to stand clear when a switch is being made. We operate ten carpullers in our plant and our safety experience with them has been very good. The only injury which I recall in recent years was due to an employee's dropping a carpuller hook (which weighs about 60 pounds) on his right instep.—Roy Rollins, Director of Safety, Personnel Department, A. E. Staley Mfg. Company, Decatur, Ill.

## REVERSIBLE MOTOR SUGGESTED

**I**KNOW of no adequate means of providing a mechanical safeguard for carpullers. We operate carpullers in three different locations in our plant and have been unable to guard them successfully, although we have never had a serious accident.

To me it seems that it is a matter of personal responsibility on the part of the operator. When pulling a car the operator should make it a fast rule never to stand alongside of the cable. We instruct our men to take a position 12 to 15 feet back and about 6 feet to the side of the cable when a car is being pulled.

There is, however, one precaution which might help to prevent accidents and that is the matter of a reversible motor on the winch operating the cable. We have found that by installing a reversible motor the cable is kept in much better condition due to the fact that kinks are removed—thus prolonging the life of the cable by preventing excessive breakage of strands.—V. L. McMullen, Personnel Department, The Clinton (Ia.) Company.

## MAN-SIZED BARRIER SUGGESTED

**S**EVERAL possibilities should be investigated, namely, heavier cable, better quality cable, periodical inspection for repairs and renewal, and lubrication and care.

We would suggest a man-sized barrier behind the car puller where the operator could view the results through portholes in the direction of the pull.—Clyde C. Ruddick, Safety Engineer, H. J. Heinz Company, Pittsburgh, Pa.

## ELEVATE DRUM OPERATOR

**W**E KNOW of no method of guarding against injury by car puller cables in case they break, except by method of operation:

(a) Cable drum operator to work from elevated position whenever possible;

(b) Operator should always see that no one is in the vicinity of cable, and he should have a clear vision of entire length of cable is operating.

## STEEL FRAMEWORK PROTECTS

**T**HIS car puller cable problem is one that is hard to answer unless I know the exact set-up of their particular installation.

We DO NOT ALLOW our men to stand along the tracks during the time the cars are being pulled, but our man operating the puller is guarded against injury from a cable or hook breaking because of the fact that the track hopper steel framework is between the man and the end of the cable.—Louis Ambler, Jr., The Glidden Company, President, Chicago Chapter, SOGES.

## POSTS PROTECT

**W**E HAVE two posts that are set down in the ground about six feet apart. To those posts we have placed boards about shoulder height. The car puller drum is located immediately outside of these boards, and the operator stands back of the barrier or wall while operating the lever. The two posts may be old car rails, and the boards may be 2x8 or 2x10 or whatever old scraps one might have.

This arrangement may not fit all places, but any kind of device that will stop the cable will do the job. If it is an endless cable pulling both ways, place a barrier on both sides of the operator.—William H. Kamp, Ralston-Purina Company, Kansas City, Mo.

## KEEP OPERATOR BEHIND SCREEN

**I**N THE case of winch driven pullers, where the winch is placed on and anchored to an outside timber platform or concrete base, we suggest protection for the operator behind a reinforced screen. Guards in the form of cross members through which the cable must travel gives further guarantee that any snapping of the cable will not whip back and injure the operator.

Keeping the operator of the winch behind a reinforced screen through which he can watch operations also has the additional advantage of preventing him from being pulled onto the drum.—J. H. Mathewson, Safety Engineer, National Safety Council, Chicago.



## WIRE ROPE SAFETY

**I**N THE event it is considered desirable to continue using wire cable for the purpose of pulling cars, we have the following suggestions to make:

1. Encase wire cable in old rubber hose. This will stop the cable from coiling.

2. Exercise extreme caution in kind of steel rope purchased for such a job, and be certain the manufacturer recommends what you buy for the purpose you intend to use it.

3. A few brands have solid wire centers. One in particular is preferred by a majority of the Chicago Supers.

4. If you are using one-inch rope, be sure that all your sheaves are at least a foot or more in diameter. Use the biggest sheaves possible, as well as retrieving drum, as there is less chance for snapping of cable thereby.

5. It costs about \$10.00 more per 150 feet to buy 1½" cable, as compared with 1¼" cable, and if the 1¼" cable is suitable for the maximum pulling strength ever required, your 1½" cable will last five times as long as the smaller size.

6. It seems to be the general consensus of opinion that the average load pulled by a cable is the basis upon which cable is purchased, rather than the maximum load. So, the human element being what it is, it is of course most desirable to obtain all the protection possible by purchasing well oversized (and above average load requirement capacity) cable.

## GOEHRING STRIKES AT HITLER!

**G**OEHRING strikes at Hitler—only this time it wasn't the Goehring of the German Air Force—it was J. F. Goehring of Flaxville, Montana. He announced recently that his town had raised \$65,975 in Defense Savings sales from May to December. A per capita for Flaxville of \$244.35.

## Wartime Loading and Shipping Requirements

**"W**ARTIME loading and shipping requirements are of vital importance to all of us," Mr. Arthur McKinley, Vice President, Omaha Elevator Company, told the recent SOGES convention. "And all of us have considerable knowledge on the subject.

"We had some experiences handling last year's crop, but no matter how good your performance was last season it is not good enough for this season and the next! As you no doubt are aware, the 1941 rail tonnage was a record. There will be much more in 1942, and still more in 1943. A large tonnage has been diverted from trucks and water to the rails, and that will increase as time goes on.

"This is a war of production. A war of movement. To us who are especially concerned with the nation's traffic, "war of movement" has a special meaning. Millions of dollars, tons of man-hours, go into America's production. It takes one thing more to make that production worthwhile. It takes movement—transportation.

"This means making every freight car do more work. Consequently cars should be loaded to the maximum capacity, ordered promptly, quickly unloaded and loaded. It means re-examination of past methods for co-ordination and co-operation on the part of every elevator.

"The Interstate Commerce Commission and the Office of Defense Transportation have expressed their gratification at performances up to date. We cannot relax for a moment. We must be more alert than ever—and expense alone is not sufficient justifi-

cation for delays. There are various ways of forcing heavier loading and quicker handling, as you are aware, but they prefer co-operation, and expect to get it, in full measure. Penalties are the last resort.

"Everything at the present time is subordinate to winning this war.

"You Superintendents have a big responsibility in seeing that your cars are handled promptly and efficiently, and I know you will not leave it to others to do, nor put it off.

"This is a war of MOVEMENT, and it is our move!"

## RELIEF ON MANILA ROPE

**G**ENERAL Preference Order M-36, as amended, now allows a limited amount of relief to warehousemen and grain and feed dealers requiring manila transmission rope.

It is urgently recommended that those requiring manila transmission rope for immediate use or for anticipated early use should contact their rope suppliers immediately. Call their attention to the effect of Amendment 3 to Order M-36 and solicit their aid. If one supplier cannot furnish the rope required, try others.

Remember, when the supply on hand or in process on February 20th is exhausted, rope users will have to resort to substitutes (if any). Users should not accumulate supplies, however, and should plan the use of substitutes where possible. Priorities Regulation No 1, prohibiting accumulation of excessive inventories, can be invoked.

## 180,000 Sq. Feet of Surface renewed with GUNITE and SURFACITE!

THE KELLOGG CO.,  
BATTLE CREEK, MICH.



All the cracks in this fine-looking elevator were repaired by forcing tough-bonding Gunite into them at a high pressure.

Then the whole structure was thoroughly waterproofed with an extra thick coating of Surfacite.

For a better than new job, write

**JOHN D. BOLTON**  
20 N. Wacker Drive - - - Chicago



# Simple, Easy Steps

## for GOOD, LOW COST CONTROL OF ALL GRAIN INSECTS

The real economy of any insect control measures must be judged by *results*. The experience of LARVACIDE users over more than seventeen years is convincing evidence of the Effectiveness and Low Cost of this tear gas fumigant in controlling weevil and moth.

LARVACIDE penetrates the eggs to kill the life within. Any fumigant that does less than this can hardly yield more than temporary results for, with the hatching out of a new brood of pests, the job will have to be done over.

LARVACIDE used as directed gives good kills not only of adults and larvae, but of egg life as well.

### Here is the LARVACIDE Program:

- 1—WATCH INCOMING GRAIN. Treating weevily grain costs only \$1.50 to \$1.70 per 1000 bushels, in closed concrete bins.
- 2—HAVE CLEAN BINS. Treat bin bottoms and bin space by splashing a quart or so of LARVACIDE (for average size bins) from top opening. Do this on weekend, leaving bin closed until used.
- 3—TREAT GRAIN IN TRANSFER. Light treatment at bottom, middle and top is an excellent precaution.
- 4—TREAT BIN TOPS FOR MOTH by applying from top opening.

Followed through as directed in LARVACIDE Literature (FREE on request) this program offers good, low cost insurance against all grain pests.

### WRITE AT ONCE . . .

for folders telling more about these Simple, Easy Steps to Control Granary Pests.



"CURSES"

# Larvacide

CHLORPIERIN

is the Original Chlorpierin Fumigant, guaranteed over 99% pure. Shipped in liquid form in cylinders 25-180 lbs., and 1-lb. bottles, each in safety can, 6 or 12 to wooden case. Stocked in major cities.

## INNIS, SPEIDEN & COMPANY

Established 1816

117 Liberty Street, NEW YORK

CHICAGO • CLEVELAND • CINCINNATI  
BOSTON • PHILADELPHIA • OMAHA



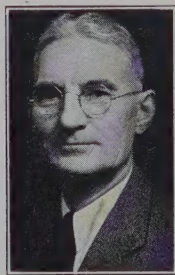
G. L. Parsons  
of Goderich, Ont.



Claude Darbe  
of Kansas City.



George Paape  
of Superior.



Henry Keir  
of Chicago.



Hugh King  
of Kansas City.

### MORE ON TEXAS BLAST

**F**URTHER reports on the April 13th explosion in the headhouse of the Burrus Elevator at Lubbock, Tex., state that a rapid series of blasts were heard before the devastating "roar" that wrecked that part of the structure and caused undetermined damage to the rest of the plant.

Chunks of concrete weighing as much as a ton, and pieces of machinery were blown hundreds of feet in all directions, and buildings over two miles away were shaken by the explosion. The elevator was filled principally with wheat. Further details appear in our April issue.

### MUST BE MORE CAUTIOUS

**G**OVERNMENT agencies soon will start a campaign in our industry looking to the prevention of loss, advises Ray B. Bowden, Executive Vice President of the Grain & Feed Dealers National Association, Washington, D. C. It is not enough that your grain handling or processing property and its contents are insured for your protection; it is necessary that any loss be prevented for the protection of the continent's vital food supplies. Be sure you are protected carefully against sabotage; don't overlook fire or explosion hazards in your plant. Food will be vital in this war.

### TO CARRY IDENTIFICATION

**A**LL workers engaged in activities on the Duluth-Superior water front are required to obtain official identification cards, according to Oscar W. Olsen, who displayed a sample being used while attending the Omaha SOGES convention. The individual's head and shoulders are photographed on the top half of the badge and his signature and his company's official markings are required on each.

### ACT QUICKLY ON DEFERMENTS

**E**MPLOYERS who expect to hold key men of draft age should be sure that occupational deferment requests have been filed with local draft boards. Many employers, negligent of their duties and privileges, have lost men who might have held their jobs had proper steps been taken.

Filing deferment requests is especially important at present because local boards are reclassifying a large percentage of men from deferred classes into 1-A.

### MAKE THE MITE MIGHTY!

**L**ET'S GET IN STEP—not the goose step of the Axis countries but the step of free Americans who are determined to win this war—not all of us can join the armed forces but all of us can buy Defense Savings Bonds and Stamps—every little bit helps. Let's make the mite mighty.



## MUST ORDER TODAY!

**I**F you want any moisture testing equipment or supplies you'll have to order them right NOW! In the past everyone has expected and received immediate shipment on all such needed items, but the war has changed that.

Further proof that delay will be costly is that PD-1A applications are mandatory on many devices or parts therefor and the War Production Board must first approve your applications. This usually takes several weeks,—consequently immediate deliveries are out of the question.

Understand, please, that there is an ample supply of most items, and that all items do not require priorities—but most probably just the things you want will be those that take a long time to get (isn't that always the way it works out?). Better order everything you need right NOW!

## HOLD SOYBEANS SUITABLE FOR SEED

**W**ITHHOLD from crushing all soybeans suitable for planting purposes, asks the USDA, until farmers have had sufficient time to make necessary purchases for spring seeding. Larger seed supplies will be necessary to achieve the expanded soybean production goal of 9,000,000 acres recently announced,—an increase of 3,145,000 acres, or 54% above the 1941 crop.

Processors are requested to have germination tests made of their soybean seed immediately and to withhold the high germinating seed of recognized varieties of oil content designated by the State Agricultural Experiment Station.

To insure against a loss from holding this seed, CCC offers to purchase all lots of unmixed approved varieties of soybeans remaining on hand May 31, 1942, at \$2 per bushel, provided the germination is 85% or better.

## HYLTON BROWN TO MARYLAND

**H**YLTON R. BROWN, widely known dust explosion expert working under Dr. David J. Price of the USDA until his transfer to the Bureau of Mines at Pittsburgh a short time back, has now been moved to College Park, Md., where the Chemical Warfare Service of the Bureau of Mines and the University of Maryland are conducting a co-operative investigation of problems relating to extinguishment of incendiaries at the War Department Civilian Protection School. All technical problems in the field will be worked out here and public education will in turn come through the OCD. The facilities of the U. of M.'s Engineering School will be used to advantage.

Mr. Brown has appeared on many SOGES programs.

## RACKETEERING CURB BILL

**A**DVOCATING the abolition of the closed shop and forced checkoff, providing for strictly VOLUNTARY membership and cessation of coercion, prohibiting use of funds politically, requiring an annual responsibility certified audit for members, demanding adequate bonds for those handling funds, insisting that only charters issued in U. S. and Canada be recognized—and citizens thereof be eligible for office only if experienced in the craft, declaring strikes illegal (whether or not attributable to unfair labor practices) except those occurring after a 60-day lapse—or inter-union strikes over jurisdiction, is wisely provided for in H.R. 6777, the Gibson bill, sponsored by the Railroad Yardmasters of N.A., which group is unaffiliated with any other union set-up.

## ON PNEUMATIC SYSTEMS

**O**UR Company installed a pneumatic system some 20 years ago which we considered was quite successful.

The first elevator this Company built was some 1500 feet from the river front and later, when we constructed our present elevator on the water front, we found it quite costly to switch grain by railroad from one plant to another.

The installation was quite costly. The power requirements for the installation were quite high; 150 h.p., at either end,—meaning if the installation were to be used for a 24 hour period a much increased power peak would be required.

We overcame this by doing our transferring at off-peak times, during the night,—which means that our actual operation costs were not high, as we usually were able to reach the cheap power brackets in each month.

We always felt the system quite successful, and do not recall that we ever experienced any difficulty from breaking grains.—Percy C. Poulton, N. M. Paterson & Co., Ltd., Fort William.

## AUTOMATICALLY INSURED

**P**ROTECTION of property against damage from bombing is insured by the government, according to recent public announcement.

The foregoing applies up to July 1, 1942. Thereafter government protection ceases; insurance companies are now writing policies covering war risks.

## SALVAGE ALL SCRAP

**W**E have been asked by the government's Industrial Salvage Section to request all of our readers to take an immediate and active part in the campaign to round up scrap materials needed for our war effort. It is desired to develop salvage programs especially for iron and steel scrap, non-ferrous metals, cotton and woolen rags, paper and rubber.

Make this a "first" items in your business; don't consider it merely another routine suggestion. It is important to the Western Hemisphere. Put some responsible person in your organization in charge of a salvage program; tie it in with the "clean up" campaign to uncover valuable waste materials without further delay.

## MUST SHOW NEW SYMBOLS

**E**FFECTIVE July 1, in addition to your priority number, all purchase orders for operating supplies must be written and must bear new "end use" allocation symbols under WPB priority ruling No. 10. That is qualified to this extent only: single purchase orders of \$15.00 or less do not have to be so marked. (It is the consensus of opinion, however, that it will possibly save trouble at a later date to mark every order.)

Terminal and sub-terminal grain handling plants are to use the symbol DP 8.90, at least until further notice. Feed manufacturers will use DP 13.00. Flour, cereal, corn refining, malt, malt liquors, yeast, and canners will use DP 14.00. Soybean oil manufacturers will use DP 8.20.

Purchases of grain by terminal and sub-terminal interests only will carry "transmit" symbols, same to be arrived at by figuring the percentage of grain shipped the month previous to the various classifications into which the elevator operators' buyers fall. For example, if 35% of the shipments of a grain house went to flour, cereal, corn refining, malt, distilling, and/or yeast plants, and if 55% went to feed manufacturers, and 6% to soybean oil manufacturers—total 96% (anything less than 5% is to be spread over the bigger divisions) then all purchase orders for grain for the current month would have to carry these symbols: DP 14.00—36%, DP 13.00—57%, DP 8.20—7%.

## ETHIDE IS TOXIC!

**R**EFERRING to the new fumigant, Ethide, developed here, the newspaper item stating that the chemical is non-toxic to human beings is in error. It simply is not hazardous in the way in which some fumigants are dangerous. With reasonable precautions it can be used safely.—Prof. W. C. O'Kane, University of New Hampshire, Durham.

*Civic, fraternal, and social organizations can invest organization funds in Defense Savings Bonds, Series F and G.*



## GETTING READY

**E**VERYONE is getting ready for the big rush, and hoping we can take care of it in the small amount of room available. — John Goetzinger, Rosenbaum Brothers, Omaha Chapter Secretary.

## CROP WITH HEADACHES

**W**E HAVE had a lot of rain and are all of the opinion this will be a crop with many headaches so far as handling the high moisture wheat that has now started to show up here in a small volume.—P. A. Kier, Standard Milling Company, Kansas City.

## WET WHEAT

**F**OR storage purposes, new wheat should have 12% moisture or less, warns Forrest Moyer, Secretary of the Kansas Grain Dealers Association, Dodge City, in warning his membership of what a treacherous crop this one promises to be. "You will find it extremely difficult to dispose of a car of wet grain.

"A bushel of wet wheat requires two bushels of space to handle, and with the scarcity of storage space this year, it must all be utilized to the best advantage," he warns. In western Kansas a load of this dripping wheat properly piled on the ground in the open air will condition itself in a few days.

## CORN GRIND SETS RECORD

**O**NCE again the corn grind of 11 refiners of starches, syrups, sugars and other derivatives of corn sets a new high record. During March 11,071,961 bushels were ground for domestic consumption alone. This is a million more than the previous high record recently established.

For the month of April, 10,969,160 bushels were ground.

During May, 10,204,925 bushels were ground.

## CORN, WHEAT FOR ALCOHOL

**S**OME 5½ million bushels of corn and 238,000 bushels of wheat are to go into ethyl alcohol, acetone, or butyl alcohol, this month, the CCC reports. Sixty million bushels corn and wheat will be made available for this purpose—the alcohol being used to wash the gun-powder before it goes into shells.

## WHEAT GRIND DOWN

**O**NLY 36,878,336 bushels of wheat were ground during April by 1093 mills (representing 97% of the total grind) compared with 40,899,012 bushels the year previous. During March, 38,194,312 bushels were ground compared with 39,791,630 bushels the year before.

*\* America's answer to the dictators is a declaration of national emergency. Buy Defense Savings Bonds and Stamps to build our defense.*

## FLAX GRIND SETS RECORD

**T**HE crush of flaxseed and the production of linseed oil during the first quarter of 1942 was the largest recorded since the beginning of the quarterly collection of these statistics in 1919, states Census Director J. C. Capt, and were as follows:

	1940	1941	1942
Mills .....	22	30	31
Tons crushed.	200,343	286,317	375,888

## Old Maids Propositioned

**T**HE government boys are tearing their hair trying to find storage space, writes one correspondent. They have combed the state, and any old maid with a hope chest is being propositioned regarding storage space. (Hope at last, eh?)

## Grain Exports Off

**C**ARS of grain unloaded at Atlantic, Gulf and Pacific ports in May this year totaled 3,073 compared with 5,290 the same month last year.



*In this time of national emergency your country needs your help. Buy Defense Savings Bonds and Stamps regularly.*

## GRAIN MOVEMENT AHEAD

**C**ARS loaded with grain and grain products are holding the comfortable margin over previous years gained earlier this season; however in recent weeks the tonnage has been below the heavy new crop loadings of last year due to the tightness of storage. Eventually, of course, the grain will come to market after space becomes available. Carloadings of all commodities have sunk below the 1930 and the 1941 level, but grain and grain products figures show the following for the weeks ending:

	1942	1941	1940
May 30 .....	32,897	36,143	27,243
June 6 .....	35,871	35,562	28,161
June 13 .....	34,686	37,006	30,456

Cumulative loadings for the first 24 weeks of the calendar year, including the week ending June 13th, show 896,761 cars for 1942, 803,755 for 1941, and 747,045 for 1940.

## SAYS HARBOUR CONGESTED

**"O**UR harbour is congested with 140,000,000 bushels of grain, with 20,000,000 more bushels in cars waiting to be unloaded," writes Percy C. Poulton, N. M. Paterson & Company, Ltd., Fort William, Past President of the SOGES, currently a director, as well as Chapter President, in telling why more of the Society's good members there didn't get to attend the Omaha convention.

"The situation could not be worse from the point of view of local Suppers who might desire to get away," he said.

## GRAIN EXPORTS UP 13%

**C**ARS of grain for export unloaded in the first quarter of 1942, at Atlantic, Gulf and Pacific ports totaled 9,623 compared with 8,505 cars in the same period last year, or an increase of 13%. In March, this year, 2,708 cars of export grain were unloaded compared with 5,237 cars in the same month last year.

## Grain Exports Down

**C**ARS of grain for export unloaded in April this year at Atlantic, Gulf and Pacific ports totaled 3,217 compared with 5,333 the same month last year.

## GRAIN TO BE HELD BACK

**E**STIMATES by thirteen Regional Shippers Advisory Boards indicate that 325,478 cars of grain will be moved in the third quarter, compared with 396,070 actually shipped during the same quarter of 1941—due to the tight storage situation.

Carloadings of flour, meal and other mill products will fill 214,614 cars compared with 206,255 actually shipped a year ago.

## TO ADD MORE BOATS

**A** LIST of 31 boats which are available for use in shipping grain is being issued by ODT. About a third are package freighters. More are to be added.

Vessels capable of carrying urgently-needed iron ore ceased May 15th and placed some 340 ships with 3,000,000 tons of cargo space under ODT. Provisions have been made in the order for permits to allow vessels whose cargo space is not suited to the ore trade, to haul grain and other commodities.

## UNEVENLY TRIMMED CARS

**T**HE railroads are glad to see the maximum use of their equipment during these times, and have on more than one occasion complimented the grain trade for their co-operation.

Unevenly trimmed cars are causing some inconvenience, however, and loss of equipment. Shippers' co-operation is further solicited on this score.



### *Three Leaders Honored*

FOR their outstanding contributions to the furtherance of the SOGES' best interests, three well-known personalities were unanimously voted Honorary Memberships in this technical group, and as far as we have been able to learn the presentations of the attractively framed scrolls were formally made at Chapter meetings.

Wirt D. Walker, President of Arcady Farms Milling Company, Chicago, and host to the Chicago Chapter at its first successful Managers-Supers Dinner, was most gracious in his acceptance remarks, stating he looked forward to the opportunity of working with the convention committees preparing for the big annual conference meeting here too few months hence.

Harry R. Clark, Chief Inspector and Weighmaster, Omaha Grain Exchange, to whom the Omaha-Council Bluffs Chapter has given the lion's share of the credit for planning and executing one of the finest conventions the SOGES ever held, was officially awarded his scroll at a meeting of the Managers and the Supers in Omaha.

Hon. Norman M. Paterson, N. M. Paterson & Company, Ltd., Fort William, was one of the prime movers of the SOGES's best attended conventions there in 1937. He is now a Senator, but, we hear, as fine a booster as the SOGES has—even in legislative chambers. And when the war troubles are over the SOGES will want to pay his hospitable city another visit—if not before.

Last year's convention elected Mr. Harry M. Stratton, President, Stratton Grain Company, Milwaukee, as an honorary member, bringing the number of "Kernels" up to the exact age of the SOGES, i.e., fourteen.


#### APPRECIATES HONOR

PERCY Poulton has forwarded to me your letter of the 20th, in which you advise that I have been made an Honorary Member of the Society of Grain Elevator Superintendents.

Will you please express to the officers and members my appreciation for this honor, and say that I accept it with the feeling that we should always be grateful that our two great countries are so closely associated that we can express each other's confidence in one another in this way.

We have appreciated very much our Mr. Poulton's association with the Society and I feel that, while he may have contributed in some small way, we have all benefited by the exchange of ideas at these meetings.—Hon. Norman M. Paterson, The Senate, Ottawa (N. M. Paterson & Co., Ltd., Fort William).

# WHEN YOU FUMIGATE GRAIN

 *You need*

**1** ST. A GOOD PRODUCT

**2** ND. GOOD ADVICE ON  
HOW TO USE IT

## WE SUPPLY BOTH:

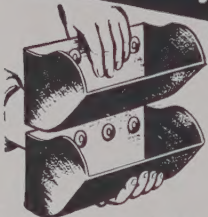
WEEVIL-CIDE, a product having  
a 3-to-1 national acceptance.

DIRECTIONS and RECOMMENDATIONS covering various conditions,  
based on tests, study and  
observation.

**THE WEEVIL-CIDE COMPANY**  
1110 HICKORY KANSAS CITY, MO.



**Why—  
we can  
make this  
Sensational  
offer!**



PAT.  
PEND.

1. There is no chopping action during pick-up because of the scientifically calculated contour which gives the bucket a scooping motion and for the same reason aids in discharging the contents "en masse."
2. The high ends and high lip enable carrying the entire load . . . no premature spillage.
3. Close spacing possibilities eliminate idle belt space.

## Guarantee

"NU-HY" Grain Buckets are definitely guaranteed to increase the capacity of your bucket elevator from 10% to 100% by simply replacing your present buckets. No other changes are necessary.

**THE Nu-Hy**  
GRAIN BUCKET

Trade-Mark Reg. U. S. Pat. Off. Capacity Increases of from 10% to 100% are easily obtained by merely taking out your conventional buckets and replacing with "Nu-Hy's". No other bucket possesses "Nu-Hy" features, hence, no other bucket can give you the same results. Decide now to bring your elevator legs to top efficiency. Write for engineering bulletin and Capacity Analysis Form No. 76 to enable us to submit guaranteed recommendations. No obligation.

**Screw Conveyor Corporation**  
707 HOFFMAN ST. HAMMOND, IND.  
SCREW CONVEYORS HAMMOND PRODUCTS ELEVATOR BUCKETS  
TRADE MARK REG. U.S. PAT. OFFICE

### 650,000 Bu. Plant for Hutchinson

**N**EGOTIATING for supplies for some three months, the C. D. Jennings Grain Co., Hutchinson, has been assured of material sufficient for a 650,000 bushel addition to its plant. It was hoped to build 1,000,000 bushels.

The 1,000,000 bushel addition for the Farmers Co-operative Commission Co., however, will be completed in time for new crop wheat.

### OBTAINS PRIORITIES FOR ADDITION

**A** 1,000,000 bushel addition is to be added to the present 1,500,000 bushel terminal of the Farmers Co-operative Commission Company, Hutchinson, Kansas, priorities having been obtained for the construction which is already under way.

### Enid Elevator Nearing Completion

**C**OMPLETION of a 1,333,000 bushel addition to the Union Equity Co-operative Exchange's terminal in Enid, Okla., is scheduled shortly, according to Mr. E. N. Puckett, manager.

### Arkansas Soybean Plant

**S**WIFT & COMPANY will erect a \$400,000 combination soybean processing and cottonseed oil mill south of Blytheville, Ark. Work is under way.

### NO LIMIT ON WOOD BINS

**U**NLIMITED quantities of grain bins which are constructed of wood and contain no metal except for nails, strappings and small hardware are being permitted, if not encouraged, by WPB. William R. Tracy, War Production Board divisional chief, states that limitations on the construction of grain bins imposed under General Limitation Order L-26 do not apply where wood is used. He asks, however, that users refrain from building same in excess of a reasonable demand.

### NEW ELEVATOR FOR SEATTLE

**S**EATTLE Port authorities will build an 800,000 bushel elevator to replace the Smith Cove terminal facilities taken over by the Navy.

### Construction Started in Seattle

**T**HE capacity of the Port of Seattle's Bell Street elevator will total 1,750,000 bushels when the newly started addition is completed. The War Production Board approved its erection, according to General Manager W. C. Bickford. This is one of several construction jobs under way or under consideration throughout the country.

*Money talks—but generally it just says "good-bye."* Martin Vanbee.



Harry Thoms  
Milwaukee



Roy Browne, K. C.

### NOT AS PESSIMISTIC

**T**HERE is very little I can tell you about the situation down here that you probably do not already know, and naturally the main concern at the present time is where we are going to find room for the new crop, which is of course confronting the trade all over the country. However, I am not as pessimistic as some, for given a free hand the grain trade can usually do the unexpected. It was handled excellently last year when many people anticipated a very bad situation.

I realize the situation this year is not the same as last and anticipate some trouble, but not to the extent that many expect. Perhaps I am too optimistic and too proud of the ability which the grain trade possesses in the handling of a bad situation.—Orrin S. Dowse, The Shellabarger Mill & Elevator Co., Salina, Kan.

### BELATED GREETINGS

**B**ELATED birthday greetings to Paul E. Blodgett, Arcady Farms Milling Company, Riverdale. Paul was recently transferred when the company sold its Kansas City plant, but we just heard he hasn't moved his natal day of May 11th. Congratulations, Paul!

Leonard J. Danielson passes another milestone in his eventful life on June 30th, when he cut a big fancy cake marked "Happy Birthday, Leonard." June truly is a "big" month in his life, but we can't exactly understand why he taxes his memory quite as much as he does. Here's the reason:

On June 21st, this young hero of two dust explosions celebrates his 15th wedding anniversary. Leonard, now general foreman, has been continuously with Arcady since starting there as a youngster in 1919. He lives in Riverdale where he takes a heavy interest in civic affairs and dotes on his two hobbies—Phyllis and Dick—his two youngsters. . . So double congratulations, Leonard! (Mr. Danielson gave quite an enlightening talk on Static at the SOGES Omaha convention).

### RULING ON OVERTIME PAYMENT

**D**ESPITE the A. H. Belo Corporation case, Wage-Hour Administrator L. Metcalfe warns employers that they must pay time-and-a-half workers' regular hourly rate for overtime. The broader interpretation pronounced by the Supreme Court in *Missel vs. Overnight Motor Transportation Company* and a more limited view of the Court's decision authorizing A. H. Belo Corp. to make individual contracts with employees whereby they are paid a fixed weekly salary although they work more than 40 hours in some weeks is to be adhered to. (Further details in these cases are available for the writing).



## LIKES SOGES BULLETINS

**I** WISH to compliment you on the very timely information and advice contained in the SOGES May Bulletin. In fact, I think it is so opportune that I am going to ask for six more copies which I would like to send to Superintendents of our Western Terminals.

The last paragraph on Page 3 of this Bulletin quoting Mr. William F. Biggs of Peoria, Ill., more particularly the sentence "the greatest safety device in the world is a careful man" brings to my mind a matter regarding which I have intended writing you for some time. I have a manuscript journal written by my grandfather more than one hundred years ago, one entry in which, despite its age, is just as timely and important today as it was when it was written. I think you will agree that the defense put up by the steam engine is done in such a masterly manner that it might be brought to the attention of all Superintendents with good results. It seems to me to emphasize very distinctly the statement made by Mr. Biggs to which I have referred. (Ed.: This interesting account will be given SOGES members in full detail in the next Safety Contest Bulletin.)

Some time ago you wrote regarding contemplated changes in our organization and I promised to advise you when these had been put into effect. During my next visit to the west, I would be glad to discuss the matter of membership in our Society with these new Superintendents.—Ralph Hetherington, Canadian Government Elevators, Fort William, Ont.

### Bob Hunt Moves

Please note change of my address from Port of Tacoma Elevator to 1017 North L Street, Tacoma.—R. G. Hunt.

## NEVER MISS ANOTHER

Sorry that it was impossible to attend the Omaha convention, but the opening of navigation threw a wrench into the program. In fact I was down in Minneapolis the first part of convention week and had to rush back to Fort William unexpectedly.—Fred A. Sibbald, National Grain Co., Ltd., Secretary, Fort William-Port Arthur Chapter, SOGES.



## GOOD LUCK TO HAROLD

**H**AROLD ROTH has been promoted to the Vice Presidency and General Managership of Omar Flour Mills, Omaha, Neb., according to word received from Omaha's Chapter President, Charles F. Walker.

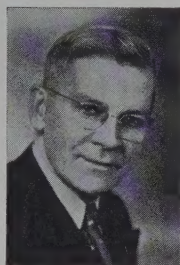
"Harold, as all will remember, lent quite a helping hand to making the preparations for our Omaha convention here in April," Mr. Walker writes. "He certainly is a grand and capable person and deserves only the best. Good luck to him."

## LIKES BOOSTER BILL

**B**OOSTER BILL is O. K. with us here in Omaha and Council Bluffs. A lot has been added to the magazine with the appearance of "Bill" and I know all enjoy him very much. I believe he will be a real member getter. — John Goetzinger, Rosenbaum Brothers, Omaha Chapter Secretary.

## SOGES PROBLEMS

**A**LL that was lacking at our Omaha convention was about 1,000 delegates—which the caliber and scope of the program warranted. The Omaha boys had the right spirit



and that is what it takes to enthusiastically put over anything large or small.

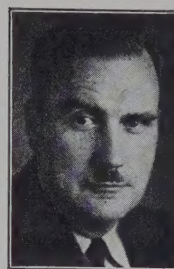
I think the Chicago boys will get a better break as to navigation opening, as next year's convention is to be held earlier and unless any-

thing else turns up the Society should have an outstanding convention there next March 25-26-27th.

Some discussion got under way at the Omaha conference on a more applicable name for the SOGES—particularly considering its broad ramifications and the many types of grain processing plants in which it has active and interested members. Inasmuch as corn refining, soybean processing, malting, breakfast food manufacture, linseed refiners, etc., are increasingly represented by our growing membership, and because just the right phraseology in our name would attract many more from these phases of the entire grain handling and processing industry,—in addition to the customary terminals, sub-terminals, flour, feed and cereal Supers, it would therefore be my suggestion that we keep this matter alive between now and our next confab.

And for a discussion starter, I offer Cereal Handling Superintendents as a more embracing name.—Charles F. Walker, Archer-Daniels-Midland Co., Council Bluffs, President, Omaha-Council Bluffs Chapter, SOGES.

## ALL COMMENT FAVORABLE



**I** H A V E certainly heard nothing but favorable comments from everyone who attended or had heard of our Omaha convention. Mr. Peavey H e f f e l f i n g e r stopped a day at Omaha and from his remarks he heard many compliments on the affair.—Paul

H. Christensen, Van Dusen-Harrington Co., Minneapolis, Director SOGES.

## K. C. SUPERS ON OUTING

**K**ANSAS CITY Chapter Supers were invited to spend three days at Oscar Cook's (Standard Milling Company) Camp on Lake of the Ozarks, May 22, 23, and 24, and "was everybody happy!" Really and truly, we feel we had one of the finest outings any group could ever hope for, confides O. B. "Big" Duncan, Salina Terminal Elevator Company, Chapter Secretary.

Host Oscar Cook made regular trips with his launch and always had a full load. . . Prizes were offered for the largest fish and also for the greatest number caught. Phil Barnes of the Eagle Elevator walked off proudly with first honors for his five-pound bass, while Hugh King, Super at the Eagle, had to be satisfied with second honors for his 4½-pounder. Mr. and Mrs. C. B. Sparks (Missouri State Grain Inspection Department) and Mr. and Mrs. O. B. Duncan (Alton Elevator) pooled their patience and skill, and to use the words of the committee in awarding the prizes—"had the quantity if not the quality."

Besides catching the largest fish, Phil Barnes, according to his own statement, became the new owner of the Oscar Cook Camp by way of a Royal Flush. . . Mr. Ralph Martin, widely known as a comic recitationist but of late connected with Mr. Cook's fumigant firm, the Cook Chemical Company, had to be requested to refrain from further reciting—the strain of excessive laughter wore everybody down to a listless pulp. . . But then the barber shop quartette came in for their part, with "Sweet Adeline" as the favorite. . . To say the least, the outing was so successful, thanks to Hosts Cook, Harold Hantz, and Ralph Martin that the K. C. Supers certainly are looking forward to the second annual affair.

Mr. and Mrs. Ward Stanley, Elevator B; Mr. and Mrs. George ("Little") Duncan, Elevator B; Wilber Holte, Milwaukee; Mr. and Mrs. Orrin Kinman, Milwaukee Elevator, and Mr. and Mrs. John Blowers, Wyandotte, completed the party with those mentioned above.







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